

EXCUSE FOR VIGILANT

of the Causes for Defeat.

Yankee Sloop.

Among the passengers on the American line steamship Paris, which arrived here from Southampton this morning, was Mr. Maughan Carter, who went to Europe with the Goulds on the steam yacht Atalanta, and was aboard Vigilant during all of her races in the waters of Scotland and Ireland.

"Anything over a reasonably steady eight-knot breeze," said he. "Vigilant can beat Britannia. In light airs a drifting match, Britannia is faster. At least, that is my opinion.

"When we went over to Scotland Mr. Gould did not intend to race in the interlocked bays and water courses. I knew Vigilant was not well suited to them. But what was he to do? Make people come aboard and begged him to race. They wanted him to take part in the different events for the sport of it."

"The first races were in the Fifth Glide. It is fine deep water, what the is of it; but it is only four or five miles wide, and there are hills all around spoil the wind.

"Vigilant always led at first; but, after a while, we would run into one of the calms that are lying around the

"Mr. Gould felt these successive feasts very deeply. Once he meant to stop the 'land-locked' races; but a Scotch paper heard of his intention, and said he was fawning. That nettled him and he kept on. Even in these races

however, with all the luck and the experience of the waters that Britannia had, the contests were always very close. There were several gulls on board Vigilant during some of the races; but, no ladies, except that Mrs. Gould was on board during one race on the Clyde. That was the only one in which we came across the finish line first."

"How about the Irish races?" Mr. Carter was asked.

"They were much the same as Scotch races," he replied. "Always same calms and unsatisfactory wind although they were sailed mainly open water."

"At Queenstown they wanted us to

"The people in Ireland were more enthusiastic over us than the Scotch. I was only the south, but the north of Ireland people went wild over Vigilant. It is a great surprise to me to hear of the Scotch people near James' River."

reception the English gave her was
she won last Saturday. I don't unde-
stand it. Are you sure there was
mistake?"

When assured that there was none
Carter shook his head and said that
seemed incredible to him.

"We saw the start of that race,"

The Paris passed close along the coast but the fog hid nearly everything. There was a fine breeze at the time, and I thought Vigilant had a first-class chance. Some of the boys said I was a 'hoodoo' and I guess I was, for the yacht seemed to have begun to win as soon as I let her

"What do you think of the attempt jockeying by the Britannia in Saturday's race?"

"Well, that is a very popular topic over there," said Mr. Carter. "If permitted, and the yachtsmen take advantage of any opportunity they have in that line. They tried it on

again and again. At Penzance, for instance, Britannia tried to crowd us a steamboat, and we had either to strike it or strike Britannia herself. I chose the latter, and then Britannia sheered off, and just missed a collision although we did touch slightly. I

"Capt. Haff always swore he would not yield an inch to these tactics, but he did so during the earlier races. The pilot, Tom Diaper, is said to be the best in England. I believe him to be straightforward and faithful, and he certainly works very hard for success in a race."

"I am very glad to hear of Vigilant's recent victories. Her defeat on Thursday in "Vigilant weather" is a surprise to me, but there may have been reasons for it. I am not familiar enough with the circumstances to press an opinion now.

"It must have been an exciting

perience, when both boats were on the rocks on Saturday. Yacht racing is lively enough, under ordinary circumstances."

"What do you think of the reduction made in Vigilant's sail area?"

"It is a great advantage. We save time by it. Vigilant's spars are

lighter, and she is better off in a way. The small area of canvass high up, that she lost, did not amount to much anyhow.

"The editorial from the Pall Mall Gazette reflecting upon the interior fittings of Vigilant is ridiculous and untrue. Vigilant is not fitted up any less in

...that Britanika is, and to say that it has saved tons of weight by this means is nonsense. The differences from regulation fittings, are too slight to be appreciable.

*As for the statement that the C boys lost earlier races intentionally because of royal funkinessism is said, I meaned things that could be said, George and Howard (could) ...

"Did you see the collision in the Valkyrie was sunk?" was the next question asked.

"Oh, yes. We were only a short distance away, but the fog and mist obscured things. You know, up there the fog is thick enough to cut an arm and wind are overwhelming enough to rain. The Scotch say it is 'a wee bit'."

"Well, it was a 'wee bit soft' that time," said the skipper of the *Albatross*. "The one gun start was responsible for the accident. The yachts all hit across that short line at the same time and there was not room enough for them. They were not crowded by the excursion steamers at all. That part of the report is incorrect."

"We saw the yachts strike, but the next minute we were off, and did not see the accident," said the skipper of the *Albatross*.

"The British are never tired of deriding at the way Vigilant heels. She is as dry as British yachts, but does lay over at an angle to which are entirely unused. Her great permits that. She does not begin to until she has two planks down."